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Honolulu Star-Bulletin

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EXTRA

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30 PAGES—HONOLULU, TERRITORY OF HAWAII, SATURDAY, OCTOBER 20, 1917.—30 PAGES

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U. S. TRANSPORT TORPEDOED

BY GERMAN
SUBMARINE
70 ARE LOST

ANTILLES HOMEWARD BOUND IS PREY TO U-BOAT IN WAR ZONE

Attack Follows Closely on Heels of
Torpedoing of Destroyer; all Naval
and Army Officers Saved but Sixteen
of Thirty-Three Soldiers Aboard Are
Drowned

SOME OF THE VICTIMS

SHIP'S OFFICERS.

Walker, third engineer.
Boyle, O'Rourke, junior engineer officers.
FROM THE NAVY.

E. L. Kinzey, second-class seaman, Water Valley, Miss.
J. W. Hunt, second-class seaman, Mountain Gracie, Mo.
C. L. Ausburn, radio electrician, New Orleans, La.
H. F. Watson, radio electrician, Rutland, Vt.

The names of oilers and merchant crew are missing
or undetermined pending examination of muster rolls
in France.

(Associated Press by U. S. Naval Wireless)

WASHINGTON, D. C., Oct. 20.—Following quickly on the heels of the torpedoing of an American destroyer came the report today of the second American naval victim of a German submarine—the transport Antilles, which went to the bottom with the loss of seventy lives.

Steaming homeward from France, the transport was attacked in the war zone on the same day the American destroyer was engaged with a submarine. This was October 17—last Wednesday.

All naval and army officers and all but three of the ship's officers were saved. Sixteen soldiers of thirty-three aboard were drowned.

Admiral Sims in a wireless report today to Secretary Daniels declared the Antilles was under convoy of American patrol vessels at the time she was torpedoed. Neither the torpedo nor the submarine was seen. It is assumed the U-boat lay submerged until the patrol passed, then came to the surface and fired at the Antilles.

The missile struck the transport abreast of the engine room bulkhead, tearing a gaping hole through which the water rushed. The vessel sank in five minutes. It is probable the entire engine force met immediate death.

The attack, navy officials believe, was made far out at sea. No army units were aboard, but the passenger list was made up of individuals on special assignments and soldiers being invalidated home. There were about 237 aboard, and of these 167 were saved.

Secretary Daniels on digesting Admiral Sims' report issued the following statement:

"While the department feels with keen sorrow the loss of human life in the disaster to the Antilles, officials feel deep relief that the accident occurred while the vessel was on its homeward course. It is notable that the number rescued is due, it is believed, to the rigid rule requiring that enough boats be carried to provide for every man, even if the boats on one side of the ship should prove useless through listing. No high officers were scheduled to return on the Antilles. This is the first reduction in the transport fleet."

The Antilles was one of the three big vessels of the Southern Pacific Co.'s "Morgan Line," plying between New York and New Orleans, and was taken over by the government as a transport at the beginning of the war. When she was taken over Capt. Boyd retained command.

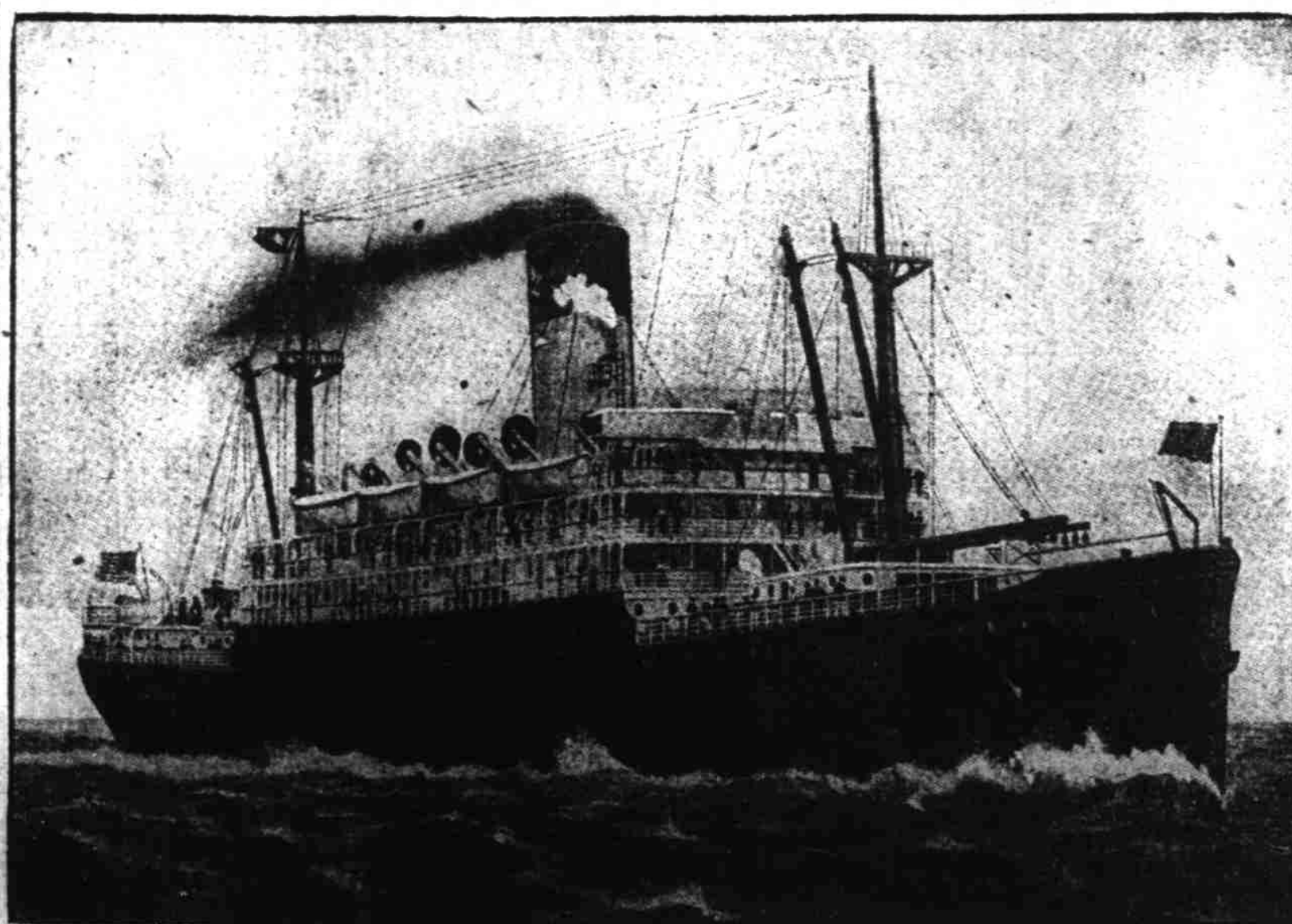
The torpedoed vessel was steel, full powered, and built for both passenger and cargo service. She was 420 feet long, had a beam of 53 feet, depth of 27 feet, load draft of 26 feet, and displacement of 10,500 tons.

She was fitted with three double-ended and four single-ended boilers, the former being among the largest built in America. The engines were triple expansion, with cylinders 34 inches, 57 inches and 104 inches in diameter respectively, by 63 inches stroke.

Before being taken over by the government she had staterooms for 148 first-class passengers, 35 second cabin and 100 steerage. It is presumed that these accommodations were changed considerably when the ship went into government service.

Embargo Is Declared On Exports To Honolulu German Raiders Sink Two British Destroyers

Transport Goes to Bottom in 5 Minutes
Was Once Crack Southern Pacific Liner



The American transport Antilles, sunk by submarine. Before the war she was owned by the Southern Pacific Company and operated on the Morgan line between New York and New Orleans. She is registered 10,000 tons gross.

U.S. BOARD APPROVES I.-I. RATES

Federal Shipping Body Has
O. K'd Recent Raise but in
Conformity With Temporary
Injunction Tariff Is Reduced
to Comply With Order of
P. U. Commission

An entirely new and important angle was given to the Inter-Island public utilities commission litigation late yesterday afternoon when attorneys for the company announced in Circuit Judge Ashford's court that the new passenger and freight rates recently put into effect were drawn, and approved by the federal shipping board, prior to the issuance of the utilities commission order commanding the shipping firm to return to rates effective in 1916.

"The steamship company has filed
(Continued on page two)

Wireless Flashes

AIR RAID ON BRITAIN
LONDON, Oct. 20.—Twenty-seven were killed and fifty-three injured last night in a Zeppelin raid on British coast cities.

HELLO GIRLS STRIKE.
THEN RETURN TO WORK
SEATTLE, Oct. 20.—Eight hundred telephone operators who went on strike at 2 o'clock this morning returned to work at 5 a. m. pending an agreement for settlement of their differences by October 27.

GUNS DUELING AT AISNE
PARIS, Oct. 20.—There was little activity on the west front today beyond heavy artillery along the Aisne, the scene of yesterday's advance by the French.

PARTICIPATION OF U. S.
IN WAR MEET LAUDED
PARIS, Oct. 20.—The Temps, a leading Paris paper, lauds America's participation in the allies' war conference. It declares that the "task is too great to accomplish without the aid of the United States."

MEXICAN SCORES HUNS
MEXICO CITY, Oct. 20.—General Garcia, a liberal-constitutionalist leader, in a speech to the deputies of the Mexican chamber declares that the "duty of Mexico is against Germany." He was roundly applauded.

GERMAN WAR LOAN
WASHINGTON, D. C., Oct. 20.—According to advices received here from Berlin 12,450,000 marks have been subscribed for the seventh German war loan.

JUTE BAGS FOR CUBA
WASHINGTON, Oct. 20.—The British admiralty has agreed to permit the supplying of jute bags for the Cuban sugar crop, thus insuring speedy transportation of Cuba's product to the United States and British markets.

SAMMIES HELP
AMERICAN CAMP IN FRANCE.
Oct. 20.—Members of the Pershing expedition have subscribed several million dollars to the second Liberty Loan.

LIBERTY LOAN PLEDGE
REACHES TWO BILLIONS
WASHINGTON, Oct. 20.—Liberty Loan subscriptions reached the two billion mark today.

PETROGRAD, Oct. 20.—In Wednesday's naval battle in the Gulf of Riga a German torpedo boat struck a mine and was sunk.

FOUR MEN DROPPED
FROM TRAINING CAMP

Four men have been dropped from the officers' training camp for physical unfitness. They are John H. Baker of the von Hamm-Young company, W. P. Alexander, Kenneth Alexander and John Craelius.

PLEDGES TO LOAN \$3,611,150

THE Liberty Loan campaign was renewed with unusual vigor yesterday and today, following the announcement that Hawaii had oversubscribed her quota by nearly a half million dollars, and was now striving for \$5,000,000. This new figure must be gained within seven days, as the campaign closes Oct. 27.

The army forged ahead with a total of \$897,450. The Boy Scouts, who are out on the streets again today making a personal canvass for subscribers, have secured \$24,000 from 240 subscribers. Schofield Barracks continues to lead the army posts with a total of \$612,451.

Tomorrow is Plantation Day, and committees from Honolulu will visit the plantations on Oahu and address the laborers and mill workers. Meetings will be held at Aiea, Waipahu, (Continued on page two)

3 RAILWAYS PUT BAN ON SHIPMENTS FOR ISLAND PORTS

Action Taken to Relieve Congestion at
San Francisco; 3500 Cars of Freight
For Territory and Orient Piled Up
Awaiting Steamer Space With Thou-
sands of Tons Awaiting Shipment
East

(Associated Press by U. S. Naval Wireless)

SAN FRANCISCO, Cal., Oct. 20.—There will be no shipments received for export of freight to Honolulu and the Orient until the congestion in San Francisco railroad yards is relieved. Such was the announcement today of the Southern Pacific and Santa Fe railroads, following a similar action by the Western Pacific Railroad. The embargo while temporary is expected to be in force for at least two weeks, perhaps longer, depending on how fast railroad cars can be rushed here from the east to take care of the thousands of tons of freight from Honolulu and Oriental ports now piled up on the wharves.

Thirty-five hundred cars of exports for Honolulu and the Orient are unloaded here in the railroad yards awaiting steamer space, declares the Southern Pacific announcement.

The embargo means that no shipments will be received from the east for transportation to Honolulu and the Orient until the present congestion is relieved.

No Serious Effect Here Immediately

While the foregoing despatch means that shipments for the East from Honolulu will not be accepted by the three railways named, for export to Honolulu, it does not mean that the freight in San Francisco awaiting shipment here will be necessarily delayed any protracted length of time. This freight already on hand will move along as soon as steamer space can accommodate it, but in the meantime no more Eastern shipments for here will be accepted. The placing of the Ecuador in the island freight carrying service as announced yesterday by the federal shipping board will do much to relieve this congestion.

A very optimistic interpretation of the foregoing despatch was given this afternoon by H. E. Vernon, local general agent for the Santa Fe system.

"As far as Honolulu is concerned," he says, "there is no serious congestion of freight at San Francisco, but shipments for the Orient, which include Russian supplies, doubtless will be temporarily delayed awaiting vessel space."

"Cotton for Japan is moving in large quantities, but were it not for the cotton, it is quite reasonable to assume that the ordinary tonnage will be (Continued on page 9)

America to Pray On Oct. 28 For Success In War

(Associated Press by U. S. Naval Wireless)

WASHINGTON, D. C., Oct. 20.—A proclamation issued today by President Woodrow Wilson sets aside the 28th day of this month as a day of prayer that success may attend the arms of the United States in her fight for democracy and a lasting peace in the world.

CREWS OF WARSHIPS ARE LOST

Teuton Warcraft Pop Out of
Dense Fog in North Sea and
British Warps Convoys
Merchant Fleet Find Them-
selves No Match Against the
Heavy Guns of Foe

(Associated Press by U. S. Naval Wireless)

LONDON, Eng., Oct. 20.—Two German raiders, presumably fast cruisers which have eluded the blockade of Hun bases, are loose in the North Sea, according to a report issued today by the admiralty.

Under convoy last Wednesday of two British destroyers, the Mary Rose and Strongbow, five Norwegian, one Danish and three Swedish vessels were suddenly attacked, the Hun warships coming on them suddenly through a dense fog which hung like a pall over the water. The British destroyers immediately sprang to action but the heavier guns of the Germans greatly outgunned the British, and they were finally put out of action and so sorely wounded that they sank.

Then the cruisers turned their attention to the defenseless merchantmen, which were destroyed in quick order, little time being given the crews to escape. The crews of both destroyers were lost.

The sinking of the American schooner Jennie E. Righter is also reported to have taken place on Tuesday off Cape Villano, Spain. Nine of the crew have landed safely at Mufia, but nothing is known of the remainder.

LIBERTY LOAN COMMITTEE BULLETIN

Russia is one of the richest nations

Russia boasts 170,000,000 people, but when she was plunged into war she was not organized; millions of mangled men, billions of wasted dollars, and now the threatened loss of her capital, tell the story of her lack of prompt, efficient organization.

We are rich in men and money. Yet, if the United States had all the courage of the ages and all the unmeasured wealth of Golconda, what are her men and her money going to be worth if they are not immediately brought out of their corners, organized and put to work as one combined and mighty factor for the national defense?

With the lessons of Belgium, France, Russia and England before us, can we be so hopelessly stupid as to hesitate?

INVEST EVERY DOLLAR YOU CAN SAVE
IN LIBERTY BONDS

SUGAR BONUSES FOR 1917 ESTIMATED AT \$7,000,000

IF THE present price of sugar in the New York market is continued until the end of this month, Hawaii plantation laborers will receive a bonus of 76 1/2 per cent of their monthly wages for the twelve months from November 1, 1916, to October 1, 1917.

This is the result of advance calculations made by Royal D. Mead, statistician for the Hawaiian Planters' Association, and staff. Up to the beginning of this month the average price received for Hawaiian raws for the past 11 months has been \$6.923 per hundred. With sugar at \$8 per hundred the bonus given laborers amounts to 75 per cent, and there is very little prospect of the price for this month dropping below this figure, as the last New York quotation, on which the bonus is figured, was \$6.90 a hundred.

SECOND DRAFT CALL DELAYED BY WILSON; MEN TO DO WAR WORK

(Associated Press by U. S. Naval Wireless)

WASHINGTON, Oct. 20.—President Wilson today gave his approval to the new draft regulations providing for the classification of the 9,000,000 remaining undrafted under the recent registration of all males between the ages of 21 and 31 inclusive. Postponement of the calling of the remainder has been ordered because of the demand for labor in industrial circles intimately related to war production and also because of the large number of dependent relatives.

(Continued on page two)